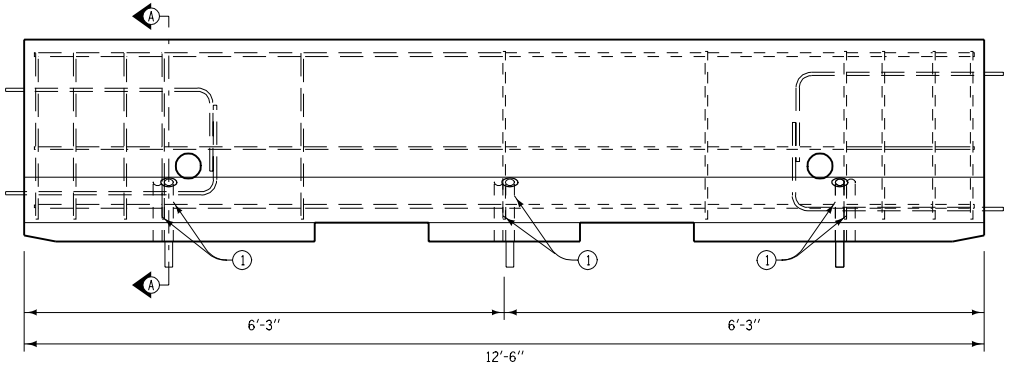


GENERAL NOTES:

Tie-downs are required only where the Temporary Barrier Rail is within 2 feet of a drop-off. Holes into the pavement to anchor the Temporary Barrier Rail may be drilled after positioning the TBR using the EMT (Electrical Metallic Tubing) as a drill bit guide.

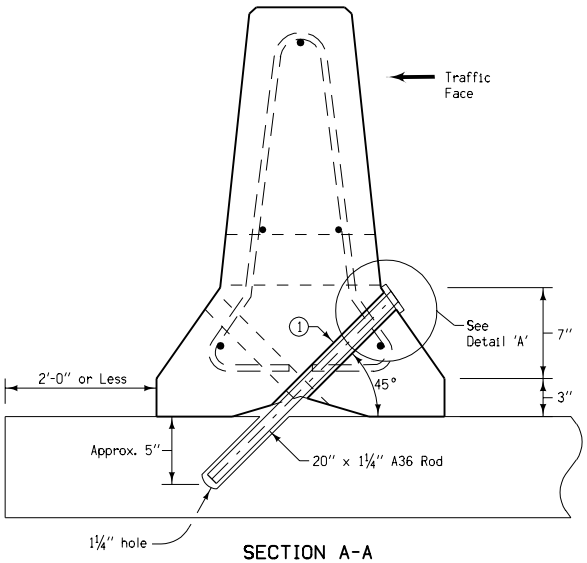
Holes shall be drilled to a sufficient depth such that the pin is inserted fully and the washer is flush with the barrier surface. Care shall be taken to ensure that drilled holes do not fully penetrate the bridge deck or pavement.

Temporary Barrier Rail Tie Downs are considered incidental to "Temporary Barrier Rail".

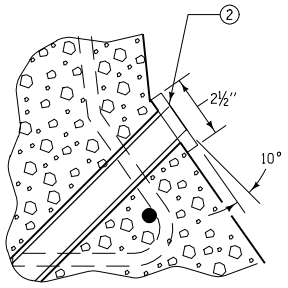
① Sleeves for the future tie-down system are to be constructed out of 1.25 inch nominal, (1.38 inch actual inside diameter) EMT (Electrical Metallic Tubing). EMT to be tied to stirrup for support.

② The top of the rod to be cut at a 10 degree angle. Tack weld ASTM F436 Steel Circular Washer (2.5" outside diameter, 1.375" inside diameter) to the top of the rod in order to be flush with the barrier surface.

NOTE:
Standard Road Plan RE-75 to be used in conjunction with Standard Road Plan RE-71.



SECTION A-A
PIN DETAIL



DETAIL 'A'

Iowa Department of Transportation
Highway Division

STANDARD ROAD PLAN | **RE-75**

REVISION: Change triple bar loop to single bar loop.

REVISION NO. 3

William J. Stein
APPROVED BY DESIGN METHODS ENGINEER

REVISION DATE 04-30-02

F-SHAPE
TEMPORARY BARRIER RAIL
TIE DOWNS